

1.0 **RESPONSE:**

1.1 Planned Response Actions/Emergency Action Checklist

- I. Crude Oil is the only material to be transferred at the facility. The Quantity of a discharge would be determined the shore tank gauges and barge gauges. Time, location, cause of impact, and size of spill would be determined by the person in charge.

Person in charge would determine the nature of response action by the size and impact or potential impact of the spill.

II. Responsible person in charge.

Jeff Kirby
P.O. Box 260784
Corpus Christi, Texas 78426
361-882-5117 (work 24 hrs)
(b) (6) (home)
(b) (6) (mobile)

Brain Amsden
361-882-5117 (work 24 hrs)
(b) (6) (home)
(b) (6) (mobile)

Other Emergency Personnel – 911

Spill Response Team
Miller Environmental 361-289-9800

III. State, Local and Federal Emergency Response Notification

Federal Response Agency	1-800-484-8802
State Response Agency	1-800-832-8224
USCG MSO Corpus Christi	1-361-888-3162
Texas General Land Office	1-361-854-1171
Texas Natural Resource	1-361-825-3100

1.2 Chain of Command:

Command, Operations, Planning, Logistics and Finance:
Jeff Kirby for any additional help will be contacted.

Jeff Kirby, Pres. – Superior Crude Gathering would be involved and interface with the various areas of the ICS structure.



1.3 COMMUNICATIONS:

The facility will provide two (2) two-way radios that are intrinsically safe. The vessel PIC and the shoreside PIC will maintain communication via use of portable VHF radio. There will also be a marine VHF radio in the loading shelter. Each Superior Employee will have a mobile telephone.

1.4 FEDERAL, STATE & LOCAL GOVERNMENT NOTIFICATION PROCEDURE

Superior would notify all the Federal and State Agency listed in 1.1 (II) within one hour of discovery of a spill. Also Miller Environmental would be notified.

1.5 SPILLED MATERIAL SAMPLING AND TEST METHODS

All materials transferred at the facility have Material Safety Data Sheets. These provide specific chemical and physical characteristics used to evaluate safety, recovery, storage and disposal, concerns and options.

1.6 METHODS FOR DISCHARGE VOLUME MEASUREMENT

Transfer operations take place from and to barges. The dockman sounds all tanks every two hours and has a good estimate of the increase and decrease of all tanks. After a discharge and when the source is secured, the dockman will sound both tanks and the missing volume plus the line capability will be added together to determine the spilled quantity.

1.7 STRATEGIES AND METHODS FOR MECHANICAL RECOVERY

- A. The areas impacted and the types of equipment needed to respond greatly depend on the time of year, tides, weather and sea conditions. Generally vacuum trucks will be the most effective means of recovery, due to their mobility and holding capacity. Superior has a reception for emptying trucks. Drum skimmers are most effective on a vacuum truck. They require the operator's attention and when used correctly can recover 80% oil or better. Response Contractor has two Poscon Hydraulic driven weir skimmers, with a recovery ratio oil to water of 98% on 2 inch thick #6 oil. These can be brought from Corpus Christi and used either on shore or by barge. It is capable of 200 qpm recovery .
- B. Contaminated Surfaces (including Bulkheads and Shorelines), most of the surface we would try to wash the oil off with water. We would then skim the oil off the water's surface.
- C. Shoreline Cleanup Advisory Team.
 - 1. Superior would consult with shoreline cleanup advisory team (SCAT) to gain consensus on appropriate cleanup strategies.

1.8 STRATEGIES AND METHODS FOR TREATMENT

- A. The only method used would be non-treatment of marshlands. Absorbent sweep would be placed so to encapsulated the effected marsh and catch any contaminate spreading from the marsh. This would be changed on an as needed basis. Prior to doing this U.S. F .W .S. and T. P .w. would be consulted and approval given. Oil pushed into the roots of marsh vegetation will kill it. It has been determined through numerous experiments that hydrocarbons when absorbed through a plants natural absorption benefits the plant more than being forced into the plant.
- B. In – side Burning plans – N/A
- C. Bio Recommendation would be used in areas that can be contained for a long enough period of time that the micro organisms example in soils in tidal flat along Bishop Road.

1.9 STRATEGIES AND METHODS FOR STORAGE

All recovered oil and water mixtures can be recycled in Resource Resource Recycling tanks and system. Resource Recycling is an Oil Recovery Organization. Superior Trucks could also assist in moving oil/water mixtures.

1.10 STRATEGIES/METHODS FOR OIL/WATER/DEBRIS SEPARATION

Superior has additional tankage at the tank farm, Resource Recycleing has storage in Corpus Christi. Most seperation of oil from water and debris would be done, at Ingleside. Any additional seperation would be done at Resource Recycling yard in Corpus Christi.

1.11 STRATEGIES/METHODS FOR TRANSPORTATION

- A. Miller Enviromental, Superior Crude Gathering and Resource Recycling all run under DOT regulation and have he personnel to rotate and fulfill the job and stay legal with DOT.
- B. Miller Enviromental would have permits to move equipment in an emergency.
- C. Trailered by boat will be launched by truck at Ingleside and Hampton Boat ramp in Aransas Pass.
- D. Resource Recycling and Superior have manifest to haul hazardous waste.

1.12 STRATEGIES/METHODS FOR WASTE MINIMIZATION AND DISPOSAL

- A. Waste Minimization
 - I) Drum skimmers and weir skimmers will be used. They can recover 80-98% oil producing less waste water to dispose of. The oil will be clean and sold.
 - II) Sorbent materials can be used, oil ringed out and reused cutting down on the disposel of sorbent pads.
- B.
 - I) Crude oil will be separated from water. Crude oil will be sold and water will be disposed of at an area , saltwater disposal.
 - II) Any solid waste that can be bioremedated will be other will be taken to an approved disposal. Non-hazardous will be disposed at an area landfill.

- III) Open and closed Frac tank would be rented to contain oil contaminated materials, oily waste and solid waste.
- IV) Resource Recycling is qualified to treat, handle and determine ultimate destinations of recovered materials. They are also permitted to handle contaminated materials.

1.13 REHABILITATION OF WILDLIFE

It is not Superior's policy to rehabilitate oiled wildlife. None of our contractors are allowed to handle or clean any wildlife. Texas Parks and Wildlife will be contacted if oil has the potential to impact wildlife. Superior will fund any rehabilitation efforts conducted.

1.14 TAJECTORY INFORMATION CONCERNING PROBABLE DIRECTION AND RATE OF MOVEMENT

The weather conditions at the time of a spill will best predict the movement of the oil. Our facility sits on the Gulf Intercoastals Waterway and the tidal currents move quickly through our dock. Response Contractor, Corpus Christi monitors the weather conditions daily. They will predict the directions and movement of the oil.

1.15 PROTECTION PLANS FOR ENVIRONMENTALLY SENSITIVE AREAS

Superiors first objectective should their be a spill is to deploy the oil booms to contain the oil. This will keep the oils from reaching the environmentally sensitive areas. Superior has 400 feet of oil boom at each end of the dock. The whole barge could be contained within one hour. The PIC would choose which boom to deploy first depending on wind and water current. Then the second boom would be deployed. The two would be connected circling the whole barge.

1.16 PROTECTION PLANS FOR OTHER SENSITIVE AREAS

Superior's first objectective should there be a spill is to deploy the oil booms to contain the oil. This will keep the oils from reaching the environmentally sensitive areas. Superior has 400 feet of oil boom at each end of the dock. The whole berge could be contained within one hour. The PIC would choose which boom to deploy first depending on wind and water current. Then the second boom would be deployed. The two would be connected circling the whole barge.

1.17 PLANS FOR PROVIDING MEDICAL SERVICES/TREATMENT

All responders have received basic first aid. If a responder should have an injury then other responders will assist using basic first aid practices, and they will notify the command post which will call for local E.M.S.

1.18 SAFETY/HEALTH/SECURITY (generic site safety plan)

- A. Superior has a safety/Health Plan in place and the Ingleside site would fall under that plan. Superior also has a designated Safety Officer that is under contract.
- B. The plan is currently being prepared and will be included as attachment III when completed.

1.19 FIREFIGHTING/FIRE PREVENTION/ FIRE PROTECTION

- A. The PIC will asses the fire potential of the response situation. He will take into consideration weather, tidal flows where oil has leaked from and the size of the spill to determine fire potential.
- B. There is one - one hundred and fifty pound and two – thirty pound fire extinguishers at the facility. There are also no smoking, no open flame signs at the facility. Also a designated parking area while loading is provided. There is a ground cable to ground the barge while loading. All preventing a potential spark from starting a fire.

1.20 DISCHARGE CLEANUP ORGANIZATION/SUB-CONTRACTOR INFORMATION

See Attachment IV

1.24 SCENARIO SMALL/WORST CASE DISCHARGE

SCENARIO #1 {SMALL OPERATIONAL SPILL}

Time of Spill: 1300
Date of Spill: 13 August 2002
Spill Source: Superior Crude Gathering, Inc.
Quantity Spilled: 100 Gallons
Product Type: #6 Crude
Spill Cause: Leak in Transfer Hose

- 1300 A leak in the docks transfer hose is spilling oil into the water at a rate of 10 gallons a minute. The dockman is finishing his pipeline inspection and soundings.
- 1305 The dockman detects the leak and turns off the pump.
- 1307 The dockman then closes the valve at the manifold.
- 1310 The dockman places notifications as laid out in Response Plan.
- 1311 Response team is notified (01 & DA, Workers).
- 1315 Response Contractor is notified.
- 1318 NRC is notified.
- 1322 State Response Center is notified.
- 1325 Local United States Coast Guard is notified.
- 1330 Local Texas General Land Office is notified.
- 1332 Dockman reviews MSDS prior to using sorbent material on the dock.
- 1335 Facility responder arrives and with dockman's assistance places facility skiff in the water.
- 1350 Facility's skiff is in the water and boom is starting to be deployed.
- 1415 Boom still being deployed, Response Contractor, Corpus Christi arrives on scene with 2,000' of boom one boat and one 50 bbl vacuum truck.
- 1416 Qualified Individual is on scene.
- 1420 Response Contractor finishes booming with facility boom and starts deploying boom to contain oil against sea wall.
- 1425 Vacuum truck is in position and ready to recover oil.
- 1430 Response Contractor personnel start picking up debris off shoreline and begin prop-washing oil to collection point.
- 1445 Two additional vacuum trucks on scene recovering oil.

- 1500 First vacuum truck is loaded enroute. Superior Resource Recycling Services to dispose of waste.
- 1515 All oil is accumulated in recovery area. Spill Response personnel lay down sorbent pads to recover oil sheen of the water.
- 1525 Second vacuum truck is full enroute Superior.
- 1540 Last of oil is recovered, additional absorbent sweep laid along shoreline to pick off sheen.
- 1550 Cleanup is determined complete in accordance with the National Contingency Plan.
- 1610 Cleanup efforts complete.
- 1630 Spill report is finished, regulatory reports completed and the site is reviewed and accepted by federal agencies for transfer to resume.
- 1635 End of Response.

SCENARIO #2 (MEDIUM SUBCATASTROPHIC)

Time of Spill: 1300
Date of Spill: 13 August 2002
Spill Source: Superior Crude Gathering, Inc.
Quantity Spilled: 5,000 Gallons
Product Type: #6 Crude
Spill Cause: Large Leak in Transfer Hose

- 1300 A leak in the Superior docks transfer hose is spilling oil into the water at a rate of 75 gallons a minute. The dockman had just started his pipeline inspection and soundings prior to the leak. The barge tankerman is unaware of the discharge.
- 1330 Dockman returns from his rounds and discovers the leak and hits the emergency shut down, the pump does not stop.
- 1332 The dockman radios for assistance.
- 1335 The dockman secures the power to the dock, stopping the pump.
- 1340 The dockman is unable to close the valve on the manifold and must have the worker drive to the tank and close the valve there.
- 1345 The dockman turns power to the dock back on and the pump does not start.
- 1350 Dockman begins notifications.
- 1351 Response Contractor is notified and told the estimated amount is 500 gallons.
- 1355 Response team is on scene.
- 1356 NRC is notified.
- 1359 State Response Center is notified.
- 1404 Local United States Coast Guard is notified.
- 1408 Local Texas General Land Office is notified.
- 1412 Dockman reviews MSDS prior to attempting to secure valve at dock.
- 1420 Dockman and worker begin to close valve to prevent any further line drainage.
- 1435 Dockman and worker begin to deploy facility skiff.
- 1453 Skiff is in the water and boom is being deployed.
- 1500 Response Contractor arrives on scene with 2,000' of 18 inch boom, one boat and one 50 bbl vacuum truck.
- 1501 Qualified Individual on scene.
- 1510 Response Contractor has launched its boat and is assisting facility personnel finish booming dock area. Regulatory personnel arrive.

- 1520 Boom is in place and the Q.I. directs Response Contractor to start placing deflection boom in the Gulf Intracoastal Waterway to deflect oil to the shore.
- 1522 Response Contractor calls for more personnel and additional boom and vacuum trucks.
- 1530 Response Contractor still deploying boom. Deflection boom is in place at North Bank Terminal and oil is flowing into North Bank Terminal.
- 1550 Two 130 bbl vacuum trucks are on scene at North Bank Terminal recovering oil. 1600 First vacuum truck is full and awaiting transport trucks to off load its waste. 1625 Two 200 bbl transports on scene, deflection boom in place.
- 1630 The majority of the oil is being deflected into North Bank Terminal. Response Contractor personnel have begun cleaning the shoreline and the response boat is conducting an assessment of the scene. Additional Response Contractor personnel arrive with 1,500' of 18-inch boom, 1,000' of 24-inch boom and 500' of 10-inch boom, two weir skimmers and two boats.
- 1635 Response Contractor discovers that approximately 500 gallons of oil has made its way past North Bank Terminal and is moving towards the Corpus Christi Ship Channel along the shoreline.
- 1645 Response Contractor personnel have launched second boat with water pump and are pulling 500' of 18 inch boom, while the other boat pulls another 500' to deploy at Aker Gulf Marine to recover oil.
- 1700 Boom is deployed at Aker Gulf Marine and Response Contractor boat is washing oil down the shoreline to the boom.
- 1725 Oil contained around dock is cleaned and sorbent sweep is deployed to pick up sheen. One additional 200 bbl transport arrives to help store oil/water mixtures. The first transport is placing oil into a 10,000 bbl tank at Superior. A total of 8-70 bbl vacuum trucks, 3-130 bbl, and 3-200 bbl vacuum trucks are on scene.
- 1730 Additional personnel arrive to assist in washing shoreline and deploying sweep.
- 1750 All oil is contained and washed off shoreline.
- 1900 Oil at Aker Gulf Marine is picked up. Sorbent material is being laid on the shoreline to collect the remaining sheen. 2,500 gallons of oil water mixture has been recovered and an additional 3,000 gallons of oil remains contained in North Bank Terminal. Lights are ordered for anticipation of night cleaning. Total manpower is 44, with three response skiffs and 1 harbor boat, 14 vacuum trucks, and flow controlled weir skimmers.

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- 0100 A total of 5,000 gallons of oil/water mixtures recovered, approximately 1,000 gallons of oil remains.
- 0630 First light shows all heavy black pockets of oil are cleaned with the exception of a few 1 to 2 gallon pockets, which crews are cleaning with sorbents. A light sheen remains and sorbents are changed.
- 0700 Federal and State Regulatory Officials tour the area with the Q.I. and Response Contractor personnel.
- 0830 Clean up is deemed complete in accordance with the National Contingency Plan.
- 0990 The unified command decide that no more oil can be recovered by vacuum trucks and trucks are released with a total of 10,000 gallons of oil water mixtures recovered. Sorbents will be changed daily until sheen is gone. Clean up efforts complete.

- 1930 Spill report is finished, regulatory reports completed and the site ready to continue transfer. A final sounding of barge tanks and facility tanks shows 6,323 gallons of oil was spilled.
- 0935 End Response.

SCENARIO #3 {LARGE SUBCATASTROPHIC}

Time of Spill: 1300
Date of Spill: 13 August 2002
Spill Source: Superior Crude Gathering, Inc.
Quantity Spilled: 75,000 Gallons
Product Type: #6 Crude
Spill Cause: Burst Transfer Hose

- 1300 The hose bursts on the Superior dock while tankerman and dockman are eating dinner in the barge and not watching the transfer.
- 1315 The dockman looks out the barge window and sees oil spilling into the water over the dock.
- 1320 Dockman uses emergency stop to secure the pump. Oil continues to drain out line.
- 1322 Dockman begins notifications.
- 1323 Response Contractors, Corpus Christi notified that 10,000 gallons of oil has been spilled.
- 1325 Response Contractor, Corpus Christi subcontracts another cleanup organization to respond with them, dockman notifies NRC.
- 1330 State Response Center is notified.
- 1335 Local United States Coast Guard is notified.
- 1340 Local Texas General Land Office is notified.
- 1345 Facility Response Team if notified.
- 1355 Dockman and worker close all valves and begin deploying facility skiff to deploy boom.
- 1410 Boat is in water and boom is being deployed to contain oil at the dock.
- 1430 Q.I. and Response Contractor arrive on scene with 5,000' boom, 2 vacuums, 2 weir skimmers. Spill Response assist facility in finishing deploying boom.
- 1440 Boom secured, the Q.I. estimates 40,000 gallons in the water and 35,000 gallons on land. The oil on the land is about 100 yards from a marsh and the Q.I. calls for a backhoe to dig a berm to contain the oil.

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- 450 Response Contractor has two boats in the water and is deploying 3,500' of 18 inch boom to deflect oil into North Bank Terminal, Garrett Slip and Aker Gulf Marine.
- 510 Subcontractor arrives with two boats and 10,000' of boom.
- 515 Three 70 bbl vacuum trucks arrive on scene.
- 520 Subcontractor has boats launched and is placing boom on the Redfish Bay side of the ICW to help protect the shallow flats of Redfish Bay.

- 1530 Four additional 70 bbl, 2-200 bbl and 1-130 bbl vacuum trucks on scene. Backhoe arrives and starts berm, approximately 100 gallons have made it into the marsh.
- 1545 Crews report oil has made it into the ship channel and the Q.I. has Response Contractor take 1,000' of 24 inch boom to deflect the oil to Koch Ingleside Dock, the subcontractor assists by giving Response Contractor an additional 2,000' of 18 inch for the project.
- 1600 Response Contractor contacts second subcontractor to assist with boats and laborers.
- 1630 First subcontractor has deployed 5,000' of 18 inch boom and is assisting in finishing Koch dock.
- 1645 Second subcontractor arrives with 4 boats and 12 laborers.
- 1700 Additional vacuum trucks arrive bringing total to 30 vacuum trucks, 78 laborers, 4 weir skimmers, 4 boats and 2 backhoes. Backhoes have finished berm and 5 vacuum trucks are recovering oil from berm. The marsh has been left alone until T.P.W. decides plan of attack. Bird cannons are around the marsh and along the ICW. Twelve (12) vacuum trucks are at North Bank Terminal and three (3) are at Garrett Slip. Five (5) trucks are at the dock area and five (5) more are dumping their loads into Superior tanks. A total of 11,500' of boom has been deployed.
- 1715 Q.I. has 4 response boats take additional boom to locate and contain any escaped oil. Q.I. has other boats place sorbent boom behind any boom which is entraining.
- 1730 Response Contractor arrives with 10 laborers, 3,000' of 18 inch boom and a bobtail truck full of sorbent pads and sweep.
- 1800 Tank soundings show a total of 74,623 gallons of oil missing and presumed spilled.
- 1830 All oil is contained, a heavy sheen covers the southwest end of Redfish Bay, and the Coast Guard has closed the ICW and Corpus Christi Ship Channel. Vacuum trucks are recovering 30% oil per truck per hour. Lights are ordered for night operations.
- 1900 Crews begin to wash the shoreline and pick up oil and non-oiled debris, crews begin to find a small number of dead fish and report it to T. P .W.
- 1945 One crew finds an oiled pelican and contacts T.P.W. to have them call for wildlife cleaners from the Audubon Society.
- 2015 Lights are set up, clean up in Garrets Slip is 90% complete and three of the 5 trucks are sent to Aker Gulf Marine where completion is only 30%. North Bank is 50% complete, the Dock is 100% and Kock Dock is 25% complete.
- 2030 The pelican dies before crews arrive.
- 2300 Garretts Slip is finished and sorbent sweep is placed inside to collect remaining sheen, the end of the slip is boomed and backed with sorbent.

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- 0100 North Bank is finished and trucks are sent to Koch and Aker Gulf Marine, sorbents are set to recover sheen.
- 0200 The land side of the spill is vacuumed and Q.I. makes arrangements for soil to be removed at daylight.
- 0300 Boom at Aker Gulf Marine breaks and 200 gallons are released. Crews are sent to wash to oil to Koch Dock.
- 0400 Wash crews continue from Garrett to Aker Gulf Marine. Trash is collected in bags and set aside for pick up.

0500 Cleaning continues at Aker Gulf Marine and Koch Dock.

0600 Earth moving equipment arrives to remove contaminated soil.

0700 At first light, inspection reveals small pocket of oil (2-5 gallons) at North Bank Terminals, and the shoreline is sheening heavily. Aker Gulf Marine is the collecting point of washed oil. Koch Dock is 90% complete.

0800 Sorbents are changed and frac tanks arrive for collection. The southwest end of Redfish Bay is clear.

0900 Texas Parks and Wildlife give permission for crews to enter southwest end of marsh to vacuum up oil and for a low pressure water pump to be used to wash oil to collection point.

1000 Crews finish vacuuming oil at Koch Dock and deploy sorbents.

1130 Vacuuming continues at Aker Gulf Marine. All but three trucks are relieved, washing continues and the vacuum trucks are sent to various locations to pick up small pockets.

1135 First subcontractor crews are relieved.

1200 Boom blocking the ship channel and ICW are removed and Coast Guard opens traffic.

1300 Boom is removed from Redfish Bay side of ICW.

1400 Boom from North Bank Terminal and Garrett Slip removed.

1500 Vacuuming at Aker Gulf Marine is finished and sorbents placed.

1630 The clean up is deemed in accordance with the National Contingency Plan.

1700 State, Federal, Facility and Response Contractor personnel meet. Boom is to line shoreline from Garrett to Aker Gulf Marine and sorbent to be changed daily until sheen stops.

1730 Clean up complete.

1800 All reports finished.

1830 End Response.

SCENARIO #4 (WORST CASE DISCHARGE)

Time of Spill:	1300
Date of Spill:	14 August 2002
Spill Source:	Superior Crude Gathering, Inc.
Quantity Spilled:	100,000 Gallons
Product Type:	#6 Crude
Spill Cause:	Burst Transfer Hose

Rationale for worst case discharge parameters:

Superior will not be transferring during periods of adverse weather conditions. It would be more likely that adverse weather would hit during the clean up phase of an oil spill. Due to the location of the dock, Superior can fall under both open bays and river or cuts. The I.S. W. can be just as rough as the open bay waters it runs through.

In this case the spill would occur the exact way it did in scenario #3, The transfer is nearing completion scheduled. A strong tropical wave moves in around 1400 with winds at 24 kts gusting to 40 kts out of the southeast and continuing downpours with wave heights of two feet. A few funnel clouds and waterspouts are being reported.

- 1300 The hose bursts on the Superior dock while the tankerman and dockman are eating dinner in the barge and not watching the transfer.
- 1315 The dockman looks out the window on the barge and sees oil pumping into the water over the dock.
- 1320 The dockman uses the emergency stop to secure the pump. Oil continues to drain out of the line.
- 1322 The dockman begins notifications.
- 1323 Response Contractor is notified that 100,000 gallons of oil has been spilled.
- 1325 Response Contractor subcontract another DCO to respond with them. The dockman notifies NRC.
- 1330 The state response center is notified.
- 1335 The local USCG if notified.
- 1340 The local TGLO is notified.
- 1345 The facility response team is notified.
- 1355 The dockman and worker close all valves and begin deploying the facility skiff to deploy the boom.
- 1400 The dockman and the worker notice that a large storm is approaching and that the wind is getting stronger.
- 1410 The boat is in the water but high winds and rain make it unsafe for the dockman and worker to attempt containment.

- 1440 Q.I. and Response Contractor arrive on scene. The Q.I. tells Response Contractor to stand by till the storms subside because several waterspouts and funnel clouds have been spotted. The oil is quickly moving towards the intersection of the I.C.W. and Corpus Christi Ship Channel.
- 1500 The storm has subsided, winds of 20 kts continue and rain has slowed to a drizzle. Response Contractor begins to deploy boats, most of the oil has been blown towards the ship channel, and very little remains at the dock. An estimated quantity of 35,000 gallons has spilled on the land and, has flowed into a marsh area behind the dock.
- 1510 The boats are deployed and Response Contractor is evaluating the spill. Subcontractor one arrives at this time.
- 1530 Response Contractor reports to the Q.I. that the oil has flowed past the Garrett Slip and to Aker J Gulf Marine and into the ship channel. It is impacting the spoils across from Koch Ingleside.
- 1550 Response Contractor and subcontractor one begin deploying deflection boom at Aker and Koch. The Q.I. calls for more contractors and additional vacuum trucks. Response Contractor calls for its skimming barge to be brought from Corpus Christi.
- 1640 All the boom is in place, crews are starting to deploy boom at the spoil island to keep oil out of Corpus Christi Bay and contained at the spoil island.
- 1645 Three 70-barrel vacuum trucks are sent to Aker to start cleaning, two are sent to Koch.
- 1658 Subcontractor two arrives with 5000 ft of boom, 4 laborers, and 1 boat.
- 1710 Subcontractor three arrives with 2000 ft of boom, 5 vacuum trucks, two boats and 10 laborers. Subcontractor ones additional crews arrive with 5000 ft of boom and 1 boat.
- 1730 Six 70-barrel vacuum trucks arrive.
- 1745 Fourteen 70-barrel vacuum trucks are working, due to rough seas. Recovery is slow and full trucks are sent to Superior to off load oil. Three 200-barrel transports arrive to help store oil/water mixtures.
- 1800 The spoil island is completely boomed and no oil has made it into Corpus Christi Bay.
- 1830 Crews are cleaning the shoreline of oiled debris and are washing oil towards Koch Ingleside.
- 1845 The amount of oil at Aker is estimated at 10,000 gallons. The amount at Koch is estimated at 35,000 gallons, and the amount at the spoil island is estimated at 20,000 gallons. A total of 30 vacuum trucks, 78 laborers, 6 weir skimmers, and 10 boats are on scene with 15,000 ft of boom deployed.
- 2000 Lights are on scene for continued night operations.
- 2030 Response Contractor arrives with one boat, 3 000 ft of boom and 6 laborers with additional sorbent material.
- 2100 The skimming barge from Corpus Christi arrives and is starting to recover oil around the spoil island. An estimated 100barrels of oil/water mixture is being recovered. The FOSC gives permission to decant bringing the rate of recovery to 90 barrels of oil an hour.
- 2359 All the oil is contained. Approximately 5,000 gallons remain at Aker, 30,000 at Koch and 12,000 at the spoil island.

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- 0600 First light shows approximately 500 gallons left at Aker, 15,000 at Koch, and 1,000 at the spoil island.
- 0700 Six (6) vacuum trucks from Aker are sent to Koch. The wind and waves continue. Shoreline washing continues, and recovery at the spoil island is slowed due to the lessening volume of oil.
- 0900 The pumping system from the skimming barge is moved to the shore and inflatable bladders are moved in for shallow water recovery.
- 1100 Three vacuum trucks at the marsh report ninety percent completion, and sorbents are placed in the marsh. Earth moving equipment arrives to remove the contaminated soil around the marsh.
- 1300 Cleanup at Aker is finished and sorbents are placed in the water to recover the sheen left from the spill.
- 1400 Approximately 5,000 gallons remain at Koch, and 500 gallons at the spoils. Wash crews continue to wash effected shorelines.
- 1600 Approximately 1,000 gallons remain in the water at Koch, and 250 remain at the spoil island.
- 2000 Approximately 500 gallons remain in the water at Koch. Ten vacuum trucks remain on scene. 50 gallons of oil remain in the water at the spoil island.

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- 0100 Koch is cleaned. The oil wash crews continue to produce. Recovery at the spoils is complete. Sorbents line the beach backed by hard boom and additional sorbents. The oil on the beach is being low pressure washed and sorbents remain in place.
- 0600 Wash crews are finished except for the spoil island.
- 0900 The cleanup is deemed complete in accordance with the National Contingency Plan.
- 1000 State, Federal, Facility and spill response personnel meet. Boom is to line shoreline and sorbents are to be changed daily until sheen stops.
- 1100 Cleanup complete.
- 1200 All reports finished.
- 1230 End response.

2.0 PREVENTION

2.1 LEAK DETECTION SYSTEMS. DEVICES. EQUIPMENT OR PROCEDURES

The dockman makes rounds every hour and watches pumping gages to determine if there are any problems or leaks in the system.

2.2 DISCHARGE PREVENTION SAFETY SYSTEMS, DEVICES, EQUIPMENT, OR PROCEDURES

Daily inspections of all equipment and systems are done to ensure safety.

2.3 TESTING AND MAINTENANCE PRACTICES FOR PIPELINES

All pipelines are hydrostatically tested Bi-annually. Daily visual inspections are performed, and all lines are painted and rust freed as needed. The load hose is pressure tested annually and visually inspected before each use.

2.4 TESTING AND MAINTENANCE PRACTICES FOR STORAGE

The Tanks were both UT'ed and visually tested before being put in service. The floating roof's and sealing systems were visually inspected. The tanks are gauged and inspected daily.

2.5 LIST OF DISCHARGES WITHIN THE LAST YEAR

No discharges have accrued at this facility.

2.6 LIST OF HAZARDOUS SUBSTANCE DISCHARGES WITHIN THE LAST YEAR

No hazardous substance discharges have accrued within the last year.

3.0 TRAINING/PERSONNEL INFORMATION

- 3.1 See USCG Operations Manuel
- 3.2 See USCG Operations Manuel
- 3.3 See USCG Operations Manuel

4.0 SUPPLEMENTAL INFORMATION

- 4.1 SPCC Plan - have contact EPA and will provide to Texas GLO when completed.
- 4.2 Person in Charge – See USCG Operations Manuel
- 4.3 Aerial Photographs – See Attachment #1
- 4.4 Facility Description – See USCG Operations Manuel

5.0 EQUIPMENT INVENTORY/INFORMATION

- 5.1 See USCG Operations Manuel